

The Qu'Appelle Progress.

Vol. IV.

QU'APPELLE, N.W.T., FRIDAY, JUNE 21, 1889.

No. 34.

Business Directory.

QU'APPELLE.

QUEEN'S HOTEL,
McIntosh Bros., Proprietors.
LELAND HOUSE,
Love & Raymond, Proprietors.
S. H. CASWELL,
General Merchant.
J. P. BEAUCHAMP,
General Merchant.
G. H. V. BULYEA,
Insurance and General Agent, Dealer in
Flour and Feed, Furniture, etc.
WM. BRYDON,
Chemist and Druggist.

P. E. DURST,
Watchmaker and Jeweller.

FRANK AMAS,
Agent for Royal Silversmith Co. Orders
taken for any article of silverware and de-
livered at lowest prices.

W. H. BELL,
Wholesale and Retail Butcher. Dealer in
Fresh and Cured Meats, Sausage, etc.

A. MCKENZIE,
Baker, Dealer in Fruits, Confectionery, etc.
J. G. MCKENZIE,
Merchant Tailor.

JAMES WEIDMAN,
Book and Job Printer and Publisher.

J. B. MILLIKEN & CO.,
Harness and Saddlery.

S. H. COLLINS,
Boots and Shoes.

D. H. McMILLAN, & BRO.,
Qu'Appelle Roller Mills.

J. A. COWAN,
General Agent for A. Harris, Son & Co's
Agricultural Implements, Qu'Appelle Sm.

H. A. AXFORD,
Agent for Massey Manufacturing Co. Com-
plete farmers' outfits always on hand.

A. C. PATERSON,
Forwarder & General Agent.

THOMSON & NELSON,
Forwarders and Dealers in Building Material.

J. H. MACCAUL,
Lumber Merchant and Insurance Agent.

A. HOLLINGSHEAD,
House, Sign and Carriage Painter.

J. B. ROBINSON,
Contractor, Builder, etc.

J. BURGHALL & SONS,
Builders & Contractors.

LEESON & SCOTT,
Prince Albert Mail Stage line leaves Qu'Ap-
pelle every Tuesday morning.

R. JOHNSTON,
Livery, Feed and Sale Stable.

J. DOOLITTLE,
Dealer in Bricks.

J. MC EWEN,
General Blacksmith.

FRANK MARWOOD,
General Blacksmith.

J. C. PRICE,
Carriage and Wagon Maker.

CANADA N. W. LAND CO.,
Leslie Gordon, Agent.

J. R. BUNN,
Contractor in Plastering, Kalsomining,
Brickwork, Stonework, etc.

E. J. WEIDMAN,
Dealer in Books, Stationery, etc. Agent for
Organ and Sewing Machines.

L. LESLIE GORDON,
Advocate, Notary Public, CONVEYANCER,
COMMISSIONER FOR MANITOBA, &c.
Agent for Canada North West Land Co.
and Qu'Appelle Town Site.

FIRE & LIFE INSURANCE. MONEY TO LEND.
QU'APPELLE STATION, N.W.T.

R. DUNDAS STRONG, B.A.
LATE OF SUPERIOR COURT, ENGLAND,
NOTARY PUBLIC,
Advocate for North West Territories,
Solicitor, &c.

Money to Lend. Fire, Life and Accident
Insurance effected.

QU'APPELLE STATION, N.W.T.

W. SYME REDPATH,
ADVOCATE, NOTARY PUBLIC,
Issuer of Marriage Licenses
AND INSURANCE AGENT.
Box 42.
QU'APPELLE, N.W.T.

G. S. DAVIDSON,
LICENCED ATTORNEY
for the North West Territories. Sales con-
tracted on the shortest notice. Arrange-
ments can be made at my office, or at the
Postmaster's Office.

W. T. THOMPSON, D. T. S.,
POSITION LAND SURVEYOR AND
CIVIL ENGINEER,
QU'APPELLE STATION.

J. F. GUERIN, L.D.S., DENTAL SURGEON.

OFFICE on Main street, Qu'Appelle.

REGINA.

DAWSON, BOLE & CO.,
Wholesale Druggists, Regina, N.W.T.



Public Notice.

PUBLIC NOTICE is hereby given that His Honor, the Lieutenant-Governor has been pleased to order that Sittings of the Supreme Court for the Judicial District of Western Assiniboin shall be held within the said District at ten o'clock in the forenoon on the days and at the places follow-

ing:

REGINA,

The Third Tuesday in the months of March, June and December in each and every year.

MOOSE JAW,

The Second Tuesday in the months of April and October in each and every year.

SWIFT CURRENT,

The Third Tuesday in the months of April and October in each and every year.

QU'APPELLE STATION,

The First Tuesday in the months of May and November in each and every year.

FORT QU'APPELLE,

The First Tuesday in the months of May and November in each and every year.

By Command,

B. GORDON,

Lieutenant-Governor's Office,
Regina, N.W.T.
Tuesday, 23rd April, 1889.



NOTICE.

Weights and Measures.

**TRADESMEN, Manufacturers, and owners of
Weights, Measures and Weighing Ma-
chines generally, are especially requested to
read carefully the following instructions and
act accordingly.**

The Weights and Measures Act provides for a regular biennial inspection of all
Weights and Measures used for trade pur-
poses, as well as for irregular inspection of
the same, which may be made at any time
when deemed necessary by the Inspector,
and it also imposes a heavy penalty on any
trade or other person who wilfully obstructs
or impedes an Inspector. Assistant Inspec-
tors in the enforcement of the said act and
said Act, or who refuses to produce the
whole of his Weights and Measures for
inspection when called upon to do so by an
Inspecting Officer.

Every trader, manufacturer and owner of
Weights, Measures and Weighing Ma-
chines, when paying money to Inspector
or Assistant Inspector of Weights and Mea-
sures for weights and measures used to
be especially requested to demand of the
officer who makes the inspection, an official
certificate ("Form O. 6" with the words
"Original for the Trader," printed at the
head thereof) properly filled out and stamped
and also at the same time to carefully ascer-
tain whether or not the stamp attached to
the certificate represent exactly in value
the amount of weight or measure. Traders are
requested to bear in mind that certificates of
verification are *not of value whatever* unless
the stamp encloses the full amount of fees
charged and attached.

Owners or holders of these official cer-
tificates are especially requested to keep them
carefully for two years, and in order to se-
cure our safe keeping it would be ad-
vised to have them sealed up in a
box in the manner in which ordinary
sealers certificates are done; for it must be
distinctly understood that all traders who
are unable to produce their *properly stamped*
certificates when asked to do so by an In-
spector or Assistant Inspector, may, in all
probability, have to pay over again their veri-
fication fees.

K. MINTON,
Commissioner
Department of Inland Revenue,
Ottawa, April 15th, 1889.

Sale of Farm Lands AND TOWN PROPERTY.

In Assiniboin, N.W.T.

UNUSUAL OPPORTUNITY

Now offered for the disposal of the above.

Owners wishing to Realize

Are requested to send for particulars of pro-
perty with lowest possible price.

E. C. CULLEN,
Or R. DUNDAS STRONG, Attorney
Qu'Appelle Station, N.W.T.

The North-West.

**News Culled for The Progress
by our own correspondents.**

FAIRVIEW.

The gophers are not doing much damage here this year.

Messrs. J. and N. McMichael have ordered a new thrashing machine.

The crops are looking fine in this district and the farmers are well pleased with the outlook.

INDIAN HEAD.

The cricket club is being organized and several matches are already arranged for.

The M.W. the Grand Master visited Indian Head Masonic Lodge last Tuesday evening.

The Agricultural Society held a meeting on Saturday. No business of public interest was transacted.

A team of Indian Head baseball players will go to Wolsely on the 21st to play a match with that club.

The municipal council held a lengthy meeting on Saturday. The principal business was the court of revision. Fifteen cases of appeal were satisfactorily settled.

The Liberal-Conservative Association held a meeting last Saturday to receive the report of the delegates who had attended the convention at Broadview.

Mr. Bedford, superintendent of the Brandon Experimental Farm was in town on Friday last. He expressed himself as very well pleased with the splendid appearance of the farm here.

There has been more new land broken this year than in any year since 1883. The farmers are so pleased with last year's results and this year's prospects that they intend getting as much broken and under cultivation as possible.

At a regular communication of Indian Head Lodge, A. F. & A. M., the following brethren were elected to be officers for the year: D. McIntosh, W.M.; G. Thompson, S. W.; Dan McLean, J. W.; R. Crawford, treasurer; G. H. Gamble, Secretary.

On the 13th inst., T. Wilson's stable was burned down. A fine calf and a hen with chickens were burned. The cause of the fire was a spark from some ashes which had been thrown out. Fortunately the wind was blowing from his house if it would have been burned also.

BATTLEFORD.

Saskatchewan Herald.

Some Duck Lake people brought a band of cattle to this place last week.

The water in the Saskatchewan has nearly attained its summer level and is high enough to permit of navigation and rafting operations being carried on.

A young man named Caliste Fontaine, of Duck Lake, undertook to open a cartridge with a file. It exploded and blew off most of his hand, and inflammation setting in death ensued in a short time.

Some excellent strings of fish—gold eyes, pike and pickerel—are being taken with the hook and line in the Saskatchewan and Battle Rivers. On the 8th inst., Cons. Bradner and his companion caught upwards of fifty fish ones.

An addition of fifteen pupils was recently made to the roll of the Indian school. The number in attendance is fifty-six. To judge from their contented looks and neat appearance on the streets we should say they are well cared for and appreciate their opportunities.

MOOSOMIN.

G. B. Murphy, the newly appointed sheriff of Eastern Assiniboin, arrived in town this week, and will no doubt prove an agreeable citizen.

Several parties who arrived here from the east on the excursion have already purchased lands in this vicinity and expressed themselves highly delighted with the appearance of the place.

The Birtle cricket club played a matched game here with the Moosomin club, on the 13th instant, which resulted in a victory for the home club who scored 156 runs in one inning while the Birtle club only scored 75 in two innings.

H. Davis, of London, Ont., who arrived here only a few days ago, has made arrangements to start brick making here and has purchased ten acres on the farm of Mr. J. H. Keenan, no which he found clay of a superior quality for that purpose. Mr. Davis has had a long experience in brick making in Ontario.

James Whiting, of this town visited Cannington this week and met with an accident of a rather peculiar nature. After leaving for home he had only driven short distance when the draw-bolt of the doubletree broke, and he concluded to return to Cannington to get one made, but before doing so he placed his doubletree in position on the pole of his rig and proceeded to measure the hole by placing his finger in it, when the horses started quickly, breaking his finger.

SALTCOATS.

D. A. Urquhart, acting as express and railway agent here, has absconded with \$500 of the Express Co.'s money. Urquhart was captured at Medecine Hat by the Mounted Police.

CONSERVATIVE CONVENTION.

A large and most successful meeting of delegates from the Liberal-Conservative Associations of Eastern Assiniboin was held at Broadview on Thursday, the 13th inst. Thirty-five delegates attended, representing the local Associations of Qu'Appelle, Indian Head, Wolsely, Grenfell, Broadview, Whitewood, Wallpa, Moosomin, Fleming, Carlyle, Forest Farm, Armstrong Lake and Kimberley. G. B. Wallace, of Broadview, was elected chairman, and R. D. Strong, of Qu'Appelle, secretary of the meeting. A central Association under the name of the "Eastern Assiniboin Central Liberal-Conservative Association" was organized, and a constitution and rules duly framed and passed. The following were chosen as the first officers of the Association: President, W. White, Moosomin; 1st Vice-Pres., J. Reaman, M.L.A.; Vice-Pres., 2nd Vice-Pres., R. Dundas Strong, Qu'Appelle; Secretary, R. Lake, J.P.; Grenfell; Treasurer, B. P. Richardson, M.L.A.; Grenfell. After the regular business was satisfactorily completed, a vote of confidence in the Hon. E. Dewdney, the present member for the riding, was proposed by G. S. Davidson, M.L.A., of Qu'Appelle, seconded by W. W. McDonald, President of the Liberal-Conservative Association, and carried with enthusiasm. The Convention adjourned to sit again at Whitewood on second Thursday in June, 1889.

The coroner of Dublin, Dr. Whyte says that his being constantly surrounded by the hideous results of the drunk traffic for twenty years has aged him beyond his time and taken away from him much of the zest of life. Murders, suicides, accidents, and sudden deaths—whether numbered — the fruits of drunkenness—are seen before him.

John Bright's first public speaking was for the cause of temperance. John B. Gough had no warmer friend in England than Mr. Bright.

Thirty new bands have joined the Edinburgh band of hope union during the past year, bringing up the total to 340, with a membership of 43,000.

Mr. Richard Tangy of Birmingham, the celebrated engineer, attributes much of his success to his being a total abstainer. His guests, from cabinet ministers downwards, find no intoxicating drink on his table.

There was a time when the temperance movement was largely the struggle of a few poor victims of the traffic to free themselves. That day has passed. The reform has become a part of the religious faith of this nation, and in spite of all the sophistries and work of the drunkard-makers and their aids and abettors, the day is not far distant when a state will no sooner license a man to carry on a business to debauch the loved ones of the women of this land than it will license a man to steal the jewels from their jewel cases.

Finding Out His Standing.

"Elmira!"

It was a young man of South Boston who spoke, his words fraught with meaning, and a look of terrible earnestness plastered on his brow. The maiden whom he thus addressed was seated on an elegant ottoman of raw silk and plush. It was the first time Gawge had called her by her first name, and a blush of terra cotta red tore its way over her cheek.

"Elmira," said the young man tenderly, "I have been calling off and on, in this house for the last eleven years. May I hope that you no longer think of me as a stranger?" A tender light came into the young girl's eyes, but she said nothing.

"I do not think it is conceit when I say that you have led me to believe by your acts that I am not distasteful to you. Nay, even," and here his deep, manly voice took a tone that thrilled her to her loudly beating heart, "that you think well of me?"

The young girl lifted her statuesque head, and with a tear dropping and glittering on her long eyelids replied:

"Yes, Gawge."

"Then, that's all right," said the young man briskly. "I want to marry your sister, so I thought I would see that I was all square with the family before I proposed."—Boston Record.

Professor Green, of the Ohio Experiment station, described at an Ohio meeting his attempts to irrigate a half acre of strawberries during last summer's severe drought, but with water at the rate of 200 gallons per hour he could not run the water to the end of rows thirteen rods long. He estimated that to have thoroughly soaked the ground it would have taken over 1,500 barrels per acre, which at the price paid for city water would cost 15¢.

VISITORS TO QU'APPELLE.

At the Queen's: A. McKay, S. Robb, Castleberry; A. Wellar, Nobleton; Rev. Owen Owens, Touchwood Hills; W. J. Philpot, Iona; T. J. Pearson, Whitewood; T. G. Vidal, Katepwa; D. C. M. Gregor; W. T. Rutherford, Winnipeg; Miss N. Kirk, Fort Qu'Appelle; W. Kearns, Toronto.

At the Leland: E. L. Leizman and wife, H. Bell, R. McLellan, W. M. Ronald, C. Ross, A. L. Johnson, G. T. Oliver, L. C. Macintyre, M.S. Seaman, A. Hewatt, Winnipeg; S. M. Knechtel Hanover; F. F. Fatt, Medicine Hat; E. H. Paxton, J. A. Kanmerier, Moose Jaw; M. M. Seymour, Fort Qu'Appelle; M. C. McLean, A. McGillivray, Indian Head; T. Clenham, Brockville; G. C. Carson, Vancouver; N. F. Bredin, E. Bell, M. McKinnon, Calgary; C. G. Booth, Sintaluta; Mrs. Stewart and children, Ingalls.

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The Qu'Appelle Progress

Is Published every Thursday

At The Progress Printing Office, at the
Town of Qu'Appelle, Assinibola, Canada.

Prohibition First in Politics.

The rates for our advertising space by contract are as follows:

One week	One month	One year
\$7.00	\$10.00	\$20.00
Half column	4.00	8.00
Quarter column	3.00	6.00
Three inches	2.00	4.00
Two inches	1.50	3.00

Business card \$1.00 per month payable quarterly.

The above rates do not apply to auction sales, entertainments, tenders, meetings, legal notices, or any other matter of a general nature. Twenty cent advertisements, 10 cents per line first insertion, 5 cents per line each additional insertion. Yearly advertisements allowed to be changed monthly; if often \$1.00 will be charged for each additional change.

Business locals, 50 cents for first twenty-five words, 2 cents for each additional word. The publisher reserves the right to refuse to publish any advertisement of a political or objectionable character.

Subscription price, \$1.00 per annum, invariably in advance; single copies 5 cents.

A liberal commission will be allowed to parties who are willing to act as agents for us. Write for terms.

Address, JAMES WEIDMAN,
Qu'Appelle Station, Assin.

FRIDAY, JUNE 21, 1889.

QUITE OBSTINATE.

The Vidette appears to have exhausted its reasons for not taking a tumble to itself on the respective names of the towns here and at the river. We will therefore proceed to perforate the bottoms of those already given. The first was:

"Because there is no fort here."

That depends. The Hudson's Bay Co. established a post there some years ago, and still make it a headquarters. Their premises were originally surrounded by a palisade, which remains in a tolerable state of preservation. Such an establishment was known to the H. B. Co. as a "Fort," but perhaps the Vidette knows better than they. Other instances—"Fort Garry," "Fort Ellice," "Fort Pelly," etc. Besides, the particular spot on the Qu'Appelle River of which our contemporary is so solicitous was called "Fort Qu'Appelle" before its publishers ever saw the place, and The Progress is now in possession of a fyle of the Vidette that is dated "Fort Qu'Appelle." It will now be in order for our contemporary to inform the public why it dropped the name of the town where it is published and appropriated that of another town eighteen miles away.

"Because we object to being robbed of our rights."

The Vidette should be more definite about "rights." When this town was named the town at the river was known as "Fort Qu'Appelle," and has been so published by the Vidette itself. Such being the case it was no infringement to name this town "Qu'Appelle." There is sufficient distinction between the two names to avoid confusion if the post offices were named the same as the towns. The Fortites should be the last to talk of being "robbed of rights" when they are doing the very thing complained of, by endeavoring to drop their original name and steal ours.

"Because we object to one town trading upon the credit of its neighbors."

Jealousy and bile are at the bottom of this objection, and besides it is too vague to be a reason. After reading the above the cause of the substantial growth and prosperity of the town of Qu'Appelle is about as clear as mud.

"Because, when we first came to this country, we left Brandon, by trail, for Qu'Appelle, and found it right here."

When the C. P. R. was constructed to connect by the Wood Mountain trail with "Fort Qu'Appelle" they made a station and called it

"Qu'Appelle," the first town in the Northwest called by that name.

"Because it is a universal custom to name towns, &c., after the rivers and streams which run through them."

And a still more universal custom to name places on a newly constructed line of railway after the rivers, lakes or other prominent geographical features contiguous thereto. It is also generally the case that such places become the centres of business for the region in which they are located, and the present case is not an exception to that rule.

"Because we object to the public being deceived by an idea that the few sections of land immediately surrounding the said station called "Qu'Appelle" is "the" Qu'Appelle of wide reputation."

How does the population of the "few sections" centred by the two towns compare? and why is it that the ratio of the increase of business is greatly in favor of "the" town of Qu'Appelle? The general public cannot be "deceived" long and to an increasing extent every year.

"Because our center has never yet shown any reason why an office which has enjoyed a given name for a period of fifteen or twenty years should change its name simply because a few people wishing to build up a centre of influence at a distance call their settlement by the name of the older centre."

We have already shown that a "few people" at the Fort are trying to discard their original name and steal ours. The names of postoffices are frequently changed to suit the circumstances brought about by railway development and the consequent changes that take place in the settlement of a new country. Such changes are made to avoid confusion, and we contend that the same reason holds for changing the names of the post offices at the Fort and here to conform to the names by which the two towns are best known and under which they are registered. Perhaps the Vidette will inform the public who would be injured by the change, and then if it is able to see more than the one side of the question take a glance at the benefits that would arise. But before doing so we would most respectfully suggest that the editor procure a well-regulated book of fables and carefully peruse that bit of history entitled "The dog in the manger."

The Vidette need not trouble itself about the Qu'Appelle river, lakes, industrial school or mission. They are not the exclusive property of Fort Qu'Appelle, and would not be affected in the least by the proposed change.

NOTES AND COMMENTS.

Mr. Hugh Graham, the proprietor of the Montreal Star, acting on behalf of himself and others, has petitioned the Governor-General-in-council to test the legality of the Jesuit Estates Act before the Supreme Court of Canada, and to meet any objection that might be raised on the question of expense, has deposited \$5,000 with the Government for that purpose.

—Orders taken for house and garden plants at the Qu'Appelle Medical Hall at Winnipeg prices.

Fourteen thousand nine hundred divorces in the United States during the last twenty years were caused by drunkenness.

—Market Prices.

Wheat, No. 1, hard, is 75¢.
Oats, 25¢ to 35¢.
Barley, 30¢ to 40¢.
Beef, live weight, 4¢ per lb.
Pork, dressed, 7¢
Mutton dressed, 12¢
Potatoes, 20¢ to 25¢ per bush.
Lamb, 12¢ per lb.
Hog, 45¢ per dozen.
Chickens, 13¢ per lb.
Turkeys, 12¢ per lb.
Geese, 12¢ per lb.
P. C. Salmon, 18¢ per lb.

PICTOU PENCILS.

Mr. Haagen F. Murray, of Pictou, N.S., writes: "I was affected with dyspepsia and nervous debility, and tried many remedies without avail, but one bottle of Burdock Blood Bitters much improved me and two more made me a well man."

NEW NOVELS

RECEIVED

Every Week.

IN STOCK.

"Struck Down," by H. Smart.
"Cousin Fons," by Honore de Balzac.
"The Wing of Azrael," by Mena Card.
"The Fatal Flame," by T. C. Phillips.
"Karnel the Scout," by S. Coble, Jr.
"Dunraven Branch," by Capt. C. King.
Etc., etc.

QU'APPELLE MEDICAL HALL.

TAX SALE.

THE ADJOURNED

Sale of Lands

In the Municipality of South Qu'Appelle for arrears of Taxes will be held at

McLane's Hall,
QU'APPELLE STATION,

ON MONDAY,

The 8th Day of July, 1889.

At 10 o'clock in the forenoon.

JAMES H. BENSON,
Sheriff.

Sheriff's Office, Regina, June 16, 1889.

LIVERPOOL HOSPITAL

Trained Nurse,

For Medical, Surgical, Mental, and Monthly Cases.

TERMS: \$8 per Week.

Address, MRS. WARING,
Qu'Appelle Station.

May 23, 1889.

BRICK FOR SALE

IN ANY QUANTITY

AT THE

Qu'Appelle Brick Yard.

J. DOOLITTLE.

FOR SALE.

GO GOOD

MILCH COWS

AND

HEIFERS

Apply to

L. W. MULLHOLLAND
Qu'Appelle (Station).

May 30, 1889.

FRANK MARWOOD

SUCCESSOR TO T. WELSH,

General Blacksmith

—AND—

Practical Horse-shoer.

QU'APPELLE.

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Newsy Notes.

The Week's News Boiled down for Progress Readers.

The two year old daughter of a widow named Pacine died from the effects of poison from a bottle left in its way.

D. May, of Philadelphia, was arrested on the charge of having stolen \$21,000 from a brick-making firm in that city.

A man said to be a farmer named Ford, living near Brantford, was run over on the 16th inst., at Onondago by a train and killed.

Premier Mercier and his cabinet have been consulting the Montreal local politicians as to the advisability of dissolving the house in the fall.

The Journal de St. Petersburg makes emphatic denial of the alarmists reports circulated by foreign newspapers attributing warlike intentions to Russia.

Brakeman John Lake, of Brockville, fell on the track last Sunday, through a chain breaking while he was tightening a brake, and two cars ran over him, killing him instantly.

John White, ex-M.P., and ex-grand master, says the petition from Montreal for the reference of the Jesuit act to the Supreme court, with the offer of costs, puts the Government in a very awkward position.

Wm. Deschamp, residing near St. Louis tollgate, Quebec, with his wife and six children were poisoned on Wednesday, the 12th inst., from cream skimmed from milk into which turpentine leaked from a paint pot. Some of the party are in a precarious condition.

John Anderson, of Norfolk battalion, was found dead on the shore of the river above Paradise grove. He left the camp at Niagara Saturday morning in a discontented state. It is supposed he committed suicide by drowning and that his body was washed ashore.

A young man named Hatch, aged 18, was drowned in the Rideau canal, Ottawa, on the 16th inst., while in for a swim with other lads. The unfortunate man came from Maniotie, Carleton county, and worked as a sectionman on the Canadian Atlantic railway. His body was found three hours after.

The Toronto diocesan council of the diocese of Algoma is in session at Parry Sound. The bishop read an interesting charge, in which he denounced the Jesuit Estates' act and said that Canadian Protestantism must now show that it will not submit to Roman arrogance and Papal dictation.

A gunner of B Battery deserted from the regiment on the eve of his marriage, leaving a young and blooming prospective bride in sore distress. It seems the wedding day had been fixed, the church calls were all duly made, rooms taken and furnished and the wedding guests invited, when the faithless swain turned traitor and ran away.

Advices from British Columbia say that much excitement has been caused over the presence of a Russian man-of-war, whose officers have been engaged in studying the defensive points of the province, taking notes of the coaling centres and fortifications. They have visited Victoria and Esquimalt, and without regard to international courtesy go on with their work.

S. H. Webb, of New Westminster, B.C., who is in Winnipeg, says he has information saying that an understanding has been arrived at between England and United States in accordance with which no seizures of British vessels will be made in Bering sea this season. An effort will be made to hold an international conference as soon as the existing contract with the Alaska fur company expires, for the purpose of taking steps to jointly protect the seal for fisheries there as well as in the South Pacific Islands. The United States, Webb further states, has undoubtedly superior rights. The indiscriminate slaughter of seal is having a bad effect.

A Mounted Policeman named Alfred Lemay is supposed to have been drowned a week ago while fording the Belly River at Lethbridge.

H. Forest and J. Laurier have been arrested on suspicion of being the parties who burglarized the residence of an old gentleman named Normand, of St. Jacques Lachigan, and caused his death by beating him.

It is learned that the C. P. R. proposed to establish large car works in the state of Maine, at a point on its line through that state. The company hopes by this means to evade the possibility of any interruption to passenger traffic by using American built railway cars.

The Swiss Government have replied to the protest of Germany against the expulsion of Police Inspector Wohlgemuth from the Swiss territory. The answer upholds the action of the authorities in expelling Wohlgemuth, and reminds Germany that a special bill regarding foreign police has already been submitted to the chambers.

Mr. Gladstone, while passing through the town of Wadebridge in Cornwall, a missile, which is believed to have been a live cartridge was thrown at his carriage. Mr. Gladstone was not hit nor was he much disturbed by the incident but the police think it was an attempt upon his life and are looking for the man who threw the missile.

Despatches from New Jersey, Delaware, Maryland, Eastern Pennsylvania, New York State and New England, as far east as Maine, indicate extensive damage to property, and some loss of life by storms accompanied by lightning last Friday night. From all parts of the affected territory come news of great damage to crops and fruit trees.

Cornelius Dryscoll, the oldest man in the world, died on the 14th. He was born at Baltimore, County Cork, Ireland, in 1784, and was therefore 105 years old. He was a laborer, used no tobacco, and scarcely touched liquor up to the age of ninety. He worked steadily until a few months ago about the house, he claimed that his grandfather and father lived to 105 and two of his brothers to ninety.

At 7 o'clock last Friday morning the works of the Canada Powder Company, two miles east of Brockville blew up with terrific force. Fortunately the men had not gone to work and no lives were lost. A horse and several sheep were blown to atoms. Several plate-glass windows in the town were smashed. The works were owned by the Brockville Chemical company. The cause of the explosion is unknown.

The steel torpedo depot ship Vulcan has been launched at Portsmouth. She is the largest vessel the Government has ever built. It is intended that she shall accompany a fleet and carry a large equipment of torpedo boats. She will form a floating workshop. She will be supplied with hydraulic cranes on which torpedo boats can be twisted in and out of the water. The Vulcan is of 6,620 tons burden and 12,000 horse power.

— • —
A doctor of large experience says idiocy amongst the children of inmates is becoming painfully frequent

Commenting on Goschen's Budget speech, the Lancet notes the "steady growth of national temperance," (which the Chancellor of the Exchequer declares makes a gap in his receipts) and then makes the following wise remarks: "But there is far too much drunk. It fattens rather than feeds, and is a fruitful source of dyspepsia, rheumatism, gout, and all the associated train of symptoms. Greater sobriety will become far more capable of contributing to the necessary expenses of the nation, and less burdensome to the state in the way of charges for pauperism and crime."

— • —
GIVES INSTANT RELIEF.
I have been troubled with asthma and a bad cough for years. I get nothing to help me like Higway's Pectoral Balsam, and would recommend it to others as it gives instant relief." Extract from letter from Walter McAuley, Venior, Ont.

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NOTICE

Is hereby given that all communication in respect to matters affecting the Department of Indian Affairs should be addressed to the Honorable E. Bowring Simpson, Minister of Indian Affairs, and not as Minister of the Interior, or to the undersigned. All Officers of the Department should address their official letters to the undersigned.

L. VANKOUGHNET,
Deputy Superintendent General
of Indian Affairs,
Ottawa, 11th May, 1889.

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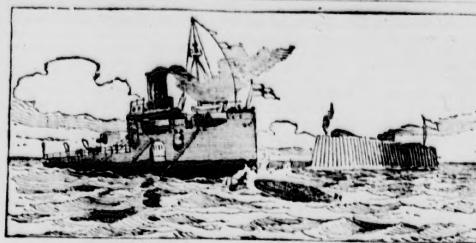
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(CONTINUED.)

During the night a council had been held on board the Adamant. Her commanding had had no effect, either in bringing assistance or in injuring the enemy; she was being towed steadily southward farther and farther from the probable neighborhood of a British man-of-war; and it was agreed that it would be the part of wisdom to come to terms with the syndicate's vessels.

Therefore the captain of the Adamant sent a letter to the repeller, in which he stated to the persons in charge of that ship that although his vessel had been injured in a manner totally at variance with the rules of naval warfare, he would overlook this fact and would agree to cease firing upon the syndicate's vessels, provided that the submerged craft which was now made fast to his vessel should attach itself to the Adamant's bow, and by means of a suitable cable which she would furnish, would tow her into British waters. If this were done he would guarantee that the towing craft should have six hours in which to get away.

When this letter was read on board the repeller it created considerable remnant, and an answer was sent back that no conditions but those of absolute surrender could be received from the British ship.

In three minutes after this answer had been received by the captain of the Adamant two shells went whirling and shrieking through the air toward Repeller No.



TUGGED BACKWARD BY A CRAB BEFORE THE WHOLE BRITISH FLEET.

For No. 7, and after that the commanding from the bow, the stern, the starboard and the port guns of the great battle ship went on whenever there was a visible object on the ocean which looked in the least like an American coasting vessel or man-of-war.

For a week Crab K towed steadily to the south this blazing and thundering marine citadel; and then the crab signaled to the still accompanying repeller that it must be relieved. It had not been fitted out for so long a cruise, and supplies were getting low.

The syndicate, which had been kept informed of all the details of this affair, had already perceived the necessity of relieving Crab K, and another crab, well provisioned and fitted out, was already on the way to take its place. This was Crab C, possessing powerful engines, but in point of iron armor the weakest of its class. It could be better spared than any other crab to tow the Adamant, and as the British ship had not, and probably could not, put out another suspended cannon, it was considered quite suitable for the service required.

But when Crab C came within half a mile of the Adamant it stopped. It was evident that on board the British ship a steady lookout had been maintained for the approach of fresh crabs, for several enormous shell and shot from heavy guns, which had been trained upward at a high angle, now fell into the sea a short distance from the crab.

Crab C would not have feared these heavy shot had they been fired from an ordinary elevation; and although no other vessel in the syndicate's service would have hesitated to run the terrible gauntlet, this one, by reason of errors in construction, being less able than any other crab to resist the fall from a great height of ponderous shot and shell, thought it prudent not venture into this rain of iron, and moving rapidly beyond the line of danger, it attempted to approach the Adamant from another quarter. If it could get within the circle of falling shot it would be safe. But this it could not do.

On all sides of the Adamant guns had been trained to drop shot and shells at a distance of half a mile from the ship.

Around and around the mighty iron-clad steamed Crab C, but wherever she went her presence was betrayed to the glasses on board the Adamant by the latter's shining back and the ripples about it, and ever between her and the ship came down that half ton iron in masses of a quarter ton, half ton, or nearly a whole ton. Crab C could not venture under these, and all day she ne-

ver approached the Adamant on her way south, dashing to the side and that, and looking for the chance that did not come for all day the cannon of the battle ship raged at her wherever she might be.

The inmates of Crab K were now very tired and uneasy, for they were on the relations both of food and water, and it would have been glad enough to cast loose from the Adamant, and leave the watery sun to roll to her heart's content, because the sea. They

did not fear to run their vessel, with its thick roof plates protected by spring armor, through the heaviest cannonade. But signals from the repeller commanded them to stay by the Adamant as long as they could hold out, and they were obliged to content themselves with a hope that when night fell the other crab would be able to get in under the stern of the Adamant, and make the desired exchange.

But to the great discomfort of the syndicate's forces darkness had scarcely come on before four enormous electric lights blazed high up on the single lofty mast of the Adamant, lighting up the ocean for a mile on every side of the ship. It was of no more use for Crab C to try to get in now than in broad daylight, and all night the greatest guns, and the little crab maneuvered.

The next morning a heavy fog fell upon the sea, and the battle ship and Crab C were completely shut out of sight of each other. Now the canon of the Adamant were silent, for the only result of firing would be to indicate to the crab the location of the British ship.

The smoke signals of the towing crab could not be seen through the fog by her consort, and she seemed to be incapable of making signals by sound. Therefore the commander of the Adamant thought it likely that until the fog rose the crab could not find his ship.

What that other crab intended to do could be, of course, on board the Adamant, only a surmise, but it was believed that she would bring with her a torpedo to be exploded under the British ship. That one crab should tow her away from possible aid until another should bring a torpedo to fasten to her stern post seemed a reasonable explanation of the action of the syndicate's vessels.

The officers of the Adamant little understood the resources and intentions of their opponents. Every vessel of the syndicate carried a magnetic indicator, which was designed to prevent collision with iron vessels. This little instrument was placed at night and during fog at the bow of the vessel, and a delicate arm of steel, which ordinarily pointed upward at a considerable angle, fell into a horizontal position when any large body of iron approached within a quarter of a mile; and so falling, rang a small bell. Its point then turned toward the mass of iron.

Soon after the fog came on one of these indicators properly protected from the attraction of the metal about it, was put into position on Crab C. Before very long it indicated the proximity of the Adamant, and, guided by its steel point, the crab moved quietly to the ironclad, attached itself to its stern post and allowed the happy crew of Crab K to do while on her way across the Atlantic.

The syndicate had now determined, without unnecessarily losing an hour, to plainly demonstrate the power of the instantaneous motor bomb. It had been intended to do this upon the Adamant, but as it had been found impossible to induce the captain of that vessel to evacuate his ship, the syndicate had declined to exhibit the efficiency of their new agent of destruction upon a disabled craft crowded with human beings.

This course had been highly prejudicial to the claims of the syndicate, for as Repeller No. 7 had made no use in the contest with the Adamant of the motor bombs with which she was said to be supplied, it was generally believed on both sides of the Atlantic that she carried no such bombs, and the conviction that the destruction of the Canadian port had been effected by means of mines continued as strong as it had ever been. To correct these false ideas was now the duty of Repeller No. 11.

For some time Great Britain had been steadily forwarding troops and munitions of war to Canada, without interruption from her enemy. Only once had the syndicate's vessels appeared above the banks of Newfoundland, and as the number of these peculiar craft must necessarily be small, it was not supposed that their line of operation would be extended very far north, and no danger from them was apprehended, provided the English vessels laid their courses westward.

Shortly before the sailing of Repeller No. 11, the syndicate had received news that one of the largest transatlantic mail steamers, loaded with troops and with heavy canvas for Canadian fortifications, and accompanied by the Craglevin, one of the largest ironclads in the Royal navy, had started across the Atlantic. The first business of the repeller and her attendant crabs concerned these two vessels.

Owing to the power and speed of the crabs which towed her, Repeller No. 11 made excellent time, and on the morning of the third day out the two British vessels were sighted. Somewhat altering their course, the syndicate's vessels were soon within a few miles of the enemy.

The Craglevin was a magnificent war ship. She was not quite so large as the Adamant, and she was unprovided with a storm jacket or other defense of the kind. In sending her out the admiralty had despatched her to defend the transport against the regular vessels of the United States navy; for although the nature of the contract with the syndicate was well understood in England, it was not supposed that the American government would long consent to allow their war vessels to remain entirely idle.

When the captain of the Craglevin perceived the approach of the repeller, he was much surprised, but he did not hesitate for a moment as to his course. He immediately took the repeller, then about a mile to the north, to keep on the way while he sent a message to the admiral that the repeller had come to meet the enemy. It had been decided in British naval circles that the proper thing to do in regard to a repeller was to ram her as quickly as possible. These vessels were necessarily slow and unwieldy, and if a heavy ironclad could keep clear of crabs long enough to rush down upon one, there was

ders and propeller blades by a new method which the admiralty had adopted.

The repeller which was to take part in the syndicate's proposed movement had been a vessel of the United States navy which for a long time had been out of commission and undergoing a course of very slow and desultory repairs in a dock yard. She had always been considered the most unlucky craft in the service, and nearly every accident that could happen to a ship had happened to her. Her engines and hull were put into good condition, and outside of her was built another hull, composed of heavy steel armor plates and strongly braced by great transverse beams running through the ship.

The syndicate did not particularly desire this vessel, but there was no other that could readily be made available for its purposes, and accordingly the Tallypoos was purchased from the government and work immediately began upon her. Her engines and hull were put into good condition, and outside of her was built another hull, composed of heavy steel armor plates and strongly braced by great transverse beams running through the ship.

Still outside of this was placed an improved system of spring armor, much stronger and more effective than any which had yet been constructed. This, with the armor plate, added nearly fifteen feet to the width of the vessel above water. All her superstructures were removed from her deck, which was covered by a curved steel roof, and under a bomb-proof canopy at the bow were placed two guns capable of carrying the largest sized motor bombs. The Tallypoos, thus transformed, was called Repeller No. 11.

The immense addition to her weight would of course interfere very much with the speed of the new repeller, but this was considered of little importance, as she would depend on her own engines only in time of action. She was now believed to possess more perfect defenses than any little ship in the world.

Early on a misty morning Repeller No. 11, towed by four of the swiftest and most powerful crabs, and followed by two others, left a northern port of the United States, bound for the coast of Great Britain. Her course was a very northerly one, for the reason that the syndicate had planned work for her to do while on her way across the Atlantic.

The syndicate had now determined, without unnecessarily losing an hour, to plainly demonstrate the power of the instantaneous motor bomb. It had been intended to do this upon the Adamant, but as it had been found impossible to induce the captain of that vessel to evacuate his ship, the syndicate had declined to exhibit the efficiency of their new agent of destruction upon a disabled craft crowded with human beings.

Preparations for leaving the ship were therefore immediately begun. The crab was ordered to release the mail steamer, which, in obedience to signals from the Craglevin, steamed as near that vessel as safety would permit. Boats were lowered from both ships, and the work of transfer went on with great activity.

There was no lowering of flags on board the Craglevin, for the syndicate attached no importance to such outward signs and formalities. If the captain of the British ship chose to haul down his colors he could do so, but if he preferred to leave them still bravely floating above his vessel, he was equally welcome to do that.

When nearly every one had left the Craglevin, a boat was sent from the repeller, which by now lay, with a note requiring the captain and first officer of the British ship to come on board. Repeller No. 11 witnessed the method of discharging the instantaneous motor bomb, after which they would be put on board the transport. This invitation struck the captain of the Craglevin with surprise, but a Riffle reflection showed him that it would be wise to accept it. In the first place, it was in the nature of a command, which in the presence of six crabs and a repeller it would be ridiculous to disobey, and moreover, he was moved by a desire to know something about the syndicate's mysterious engine of destruction, if, indeed, such a thing really existed.

Accordingly, when all the others had left the ship, the captain of the Craglevin and his first officer came on board the repeller, curiously observing the spring armor over which they passed by means of a light gangplank with hand rail. They were received by the director at one of the hatches of the star deck, which was now all open, and conducted by him to the brigadier's compartment in the bow. There was no reason why the nature of the repeller's defenses should not be known to the world nor adopted by other nations. They were intended as a protection against ordinary shot and shell, they were a continual thorn in the flesh of the铁甲舰.

The British officers were shown the motor bomb to be discharged, which, externally, was very much like an ordinary shell, except that it was nearly as long as the bore of the cannon, and the director stated that although, of course, the principle of the motor bomb was the syndicate's secret, it was highly desirable that its effects and its methods of operation should be generally known.

The repeller, accompanied by the mail steamer and all the crabs, now moved to within two miles to the leeward of the Craglevin, and lay to. The motor bomb was then placed in one of the great guns, while the科学 corps attended to the necessary calculations of distance, etc.

The three now turned to the British captain, who had been observing everything with the greatest interest, and

with a smile, asked him if he would like to commit harakiri.

As this remark was somewhat enigmatical, the director went on to say that if it would be any gratification to the captain to destroy his vessel with his own hands, instead of allowing this to be done by an enemy, he was at liberty to do so. This offer was immediately accepted, for if his ship were really to be destroyed, the captain felt that he would like to do it himself.

It is not necessary to enter into details of the ensuing action. Before the Craglevin was within half a mile of her enemy she was seized by two crabs, all of which had cast loose from the repeller, and in less than twenty minutes both of her screws were extracted and her rudder shattered. In the meantime two of the swiftest crabs had pursued the transport, and coming up with her, one of them had fastened her rudder, without, however, making any attempt to injure it. When the captain of the steamer saw that one of the sea devils had him by the stern, while another was near by ready to attack him, he prudently stopped his engines and lay to, the crab holding his ship to the sea.

The captain of the Craglevin was a very different man from the captain of the Adamant. He was quite brave, but he was wiser and more prudent. He saw that the transport had been captured and forced to lay to; he saw that the repeller mounted two heavy guns at her bow, and whatever might be the character of those guns, there could be

no reasonable doubt that they were sufficient to sink an ordinary mail steamer. His own vessel was entirely out of his control, and even if he chose to try his guns on the spring armor of the repeller, it would probably result in the repeller turning her fire upon the transport.

With a disabled ship, and the lives of so many men in his charge, the captain of the Craglevin saw that it would be wrong for him to attempt to fight, and he did not fire a gun. With as much calmness as the circumstances would permit he awaited the progress of events.

In a very short time a message came to him from Repeller No. 11, which stated that in two hours his ship would be destroyed by instantaneous motor bombs. Every opportunity, however, would be given for the transfer to the mail steamer of all the officers and men on board the Craglevin, together with such of their possessions as they could take with them in that time. When this had been done the transport would be allowed to proceed on her way.

To this demand nothing but acquiescence was possible. Whether or not there was such a thing as an instantaneous motor bomb the Craglevin's officers did not know, but they knew that if left to herself their ship would soon attend to her own sinking, for there was a terrific rent in her stern, owing to a pitch of the vessel while one of the propeller shafts was being extracted.

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There was no lowering of flags on board the Craglevin, for the syndicate attached no importance to such outward signs and formalities. If the captain of the British ship chose to haul down his colors he could do so, but if he preferred to leave them still bravely floating above his vessel, he was equally welcome to do that.

When nearly every one had left the Craglevin, a boat was sent from the repeller, which by now lay, with a note requiring the captain and first officer of the British ship to come on board. Repeller No. 11 witnessed the method of discharging the instantaneous motor bomb, after which they would be put on board the transport. This invitation struck the captain of the Craglevin with surprise, but a Riffle reflection showed him that it would be wise to accept it. In the first place, it was in the nature of a command, which in the presence of six crabs and a repeller it would be ridiculous to disobey, and moreover, he was moved by a desire to know something about the syndicate's mysterious engine of destruction, if, indeed, such a thing really existed.

In the midst of the great public excitement which now existed on both sides of the Atlantic—in the midst of all the conflicting opinions, fears and hopes—the dominant sentiment seemed to be, in America, as well as in Europe, one of curiosity. Were these six crabs and one repeller bound for the British Isles? And if so, what did they intend to do when they got there?

(To be continued.)

Returned with His Punch.

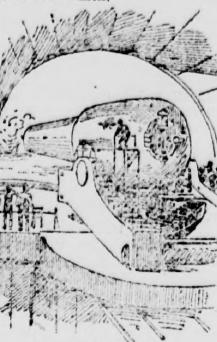
They were telling experiences the other night and Col. Granville told one of his. He made the trip through the southern country here just after the road had been opened. The festive cowboy had just begun to enjoy the sport of running the train in the rough region, and at one of the stations a formidable specimen of that breed human beared the cars. The conductor came along punching the ticket, and this cowboy did not pay any attention to him. At last the conductor laid his hand on the cowboy's shoulder and said, "Ticket, please." The cowboy turned in true cowboy style, pulled out his revolver, and pointed it at the conductor.

"Here's my ticket."

The conductor walked up and punched everybody else's coupon. Then he disappeared. The little incident had been forgotten by almost everybody on the car. The cowboy was in a quiescent state and the car was quite still when the conductor came in. He walked his way up the aisle and suddenly stopped before the cowboy, placed a great big knife dangerously contiguous to his vital part, and said quietly:

"Leave me see that ticket again."

The cowboy paid his fare.—San Francisco Chronicle.



THE BRITISH CAPTAIN DESTROYING HIS OWN SHIP.

When the calculations had been made and the indicator set the captain was shown the button he must press, and stood waiting for the signal. He looked over the sea at the Craglevin, which had settled a little at the stern, and was rolling heavily, but she was still a magnificent battle ship, with the red cross of England floating over her. He could not help the thought that if this motor mystery should amount to nothing, there was no reason why the Craglevin should not be towed into port, and be made again the grand war ship that she had been.

Now the director gave the signal, and the captain, with his eyes fixed upon his ship, touched the button. A quick shock ran through the repeller, and a black gray cloud, half a mile high, occupied the place of the British ship.

The cloud rapidly settled down, covering the water with a glittering scum which spread far and wide, and which had been the Craglevin.

The British captain stood for a moment motionless, and then he picked up a rammer and ran it into the muzzle of the cannon which had been discharged. The great gun was empty. The instantaneous motor bomb was not there.

Now he was convinced that the syndicate had not missed the fortresses which they had destroyed.

In twenty minutes the two British officers were on board the transport, which then steamed rapidly westward. The two now took the repeller in tow, and the syndicate's fleet continued its eastward course, passing through the wide expanse of glittering scum which had spread itself upon the sea.

They were not two-thirds of their way across the Atlantic when the transport reached St. Johns, and the cable told the world that the Craglevin had been annihilated.

This news was received with amazement, and even consternation. It came from an officer in the Royal navy, and how could it be doubted that a great man-of-war had been destroyed in a moment by one shot from the syndicate's vessel? And yet even now, there were persons who did not doubt, and who asserted that the crabs might have placed a great torpedo under the Craglevin; that a wire attached to this torpedo ran out from the repeller, and that the British captain had merely fired the torpedo. But hour by hour, as fuller news came across the ocean, the number of these doubters became smaller and smaller.

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The cowboy paid his fare.—San Francisco Chronicle.

**No. 415.—Numerical Enigma.**

My whole, consisting of nineteen letters, is the name of a great American author.
My 8, 10, 9, 11, I am an American forest tree.
My 12, 17, 4, 15, 13 once in the west roamed wild and free.
My 18, 3, 5, 16, 10 when I went to school I had to do.
My 7, 2, 14, 6 is a weed that must be known to you.

No. 416.—Geheadings.

(a) I am a grain. (b) Behind me, I am a force or principle in nature. (c) Behind me again, I devoutly (d) Behind me once more, I am now but a preposition. (e) Behind me yet once more, I am at the end of fact.

No. 417.—Pictorial Conundrum.**No. 418.—Historic Men.**

(a) The royal cake taker.
(b) Who left a throne for a foreign works.

The great colors in architecture, painting, sculpture and poetry,
by The Guide of the Rocky mountains.
(c) "Poor Richard."
(d) The first gentleman of lineage and the meanest man.
(g) The "Addison" of American literature.

No. 419.—Curtain.

Curtain can be seen on green sea,
Nor street nor brook is also most sea.
Curtain, then a planet comes to your sight:
That's seen from above on a clear, starry night;
Again it will be seen if you look to the east;
Which means it's time for you to leave with me.
That another curtain shows you a word:
That's a nickname for mamma, in fond homes it's heard.

No. 420.—Easy Squares.

(a) I. A crippled. 2. Hot and dry. 3. A deposit of mineral. 4. Paradise.
(b) I. An article of food that appears early on the bill of fare. 2. To glance sideways. 3. A Turkish soldier. 4. The plural of an article used in writing.

No. 421.—A Diamond.

1. A letter in "Methusalem."
2. A precious stone possessed by few.
3. Danger, hazard an risk.
4. A title Kentuckians adore.
5. Ho nocturnal music doth contrive.
6. "An act beyond the human power."
7. A large spoon.
8. A general born in Virginia state.
9. A letter in "Southern."

No. 422.—Geographic Charade.

My first is candid, also a boy's name.
My second is a fortified place.
My whole is the name of the capital of one of the United States.

No. 423.—A Quaint Puzzle.

I am composed of six letters,
Now you must break my letters.
My 3, 8, 2, you must not drink;
My 3, 4, 2, you must not think.
Our present is of common use.
My 4, 6, 5, 1, we'll have for fun.
This enigma is wholly 5, 3, 2, 1.
You will solve it in a short time.

No. 424.—Hidden Animals.

(a) The flowers are called "Love-bleeding."
(b) She is either pretending ill and indifferent
or she brought Jack a linen ulcer.
(c) The mosquito is a pest that is hard to endure.
(d) The man was paid in gold for his goods.

Thoughts, Wise and Otherwise.

The apple is its own sauce.
The banjo play it picks his way through life.

The author of a book on etiquette should be an authority on ways and means.

A man calls his dog: Coal, because the first day he had him he bit him.

It is expected that, at the crack of doom, all the tired girls will be present to assist.

A hen is a very super-creature, but she never could lay a corner stone.

By a wise provision, it so besides the little tree on which nutmegs grow, we often stand a greater.

The best way to kill a fawn good is to let it die.

It is the millman who ought to be crowned.

A Game to Sharpen the Wits.

The players sit around the room, one being in the center, case in hand. He paints the case at one of the players, saying "beet," "pig" or "fish," and then begins to count up. Unless the person pointed out gives the name of some animal of the kind required, he must take the place of the one he chose.

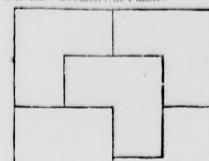
A game can be repeated during the game, the common animals are soon exhausted, and then it becomes a test of quickness and memory.

Land of distress—Wales.
A place of future punishment—Hellsgoland.
A land of rum—The Bay Islands.
The land of Cain—Malta.
The land of the creditor—Straits Settlements.

A lady who lives near Ligrange, Ga., ordered her servant girl to rip up the store preparatory to baking some potatoes. She was not expected, but when the store was opened the house cat was found baked to a turn.

Arthur Cook, a Gloucester fisherman recently found in the woods of a small village which borders the Grand River, N.Y., has taken a fancy to a small Mink. It is a photograph of Uncle Tom's Cabin, but the mink is the editor of the paper.

Key to the Puzzles.
No. 409—Proverb in Numbers. "Where it rains porridge the beggar has no spoon."
No. 410—Proverb in Numbers. "An Extremist." (b) Over set over A.C.T. (c) Thundering.
No. 411—Four Flowers in March. (a) 1. Snap-dragon. (b) Love-spoon. (c) Morning-glory.
No. 412—Geometrical Puzzle.



No. 413—Symbolic Decapitations on Logwood. (a) Pre-Found. (b) Waist-coat.

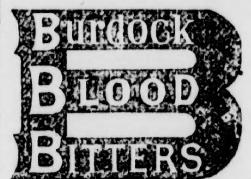
Boston boasts of a dog, the member of a family where fish is always eaten on Fridays, that for some time past disappeared on Thursday evening and was not seen again until Saturday morning. Investigation showed that the intelligent but hectoring brute spent Friday with a family who were not even on that day.

IN TEN DAYS TIME.

Was troubled with headache, bad blood and loss of appetite, and tried all sorts of medicines without success. I then tried one bottle of Purdon's Blood Bitters and found relief in 10 days." A. J. Meindell, Ottawa, Ont.

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